ATTACHMENT RR

ALASKA RAILROAD CORPORATION

Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510
327 W. Ship Creek Avenue, Anchorage, Alaska 99501

Railroad Contact Phone Numbers:

Emergency	**911**	**Train Dispatcher**	**265-2504**
Track Maintenance Office	**265-2530**	**Security Office**	**265-2462**
Signal Maintenance	265-2404 or 1-800-478-2334		

Emergency Situations the railroad must be notified immediately if:

Something has dragged or bounced over the rail possibly breaking it, knocking it out of line, or damaging the spikes, plates and ties holding the rail in place.

Crossing or track is blocked by anything. For example a load is high centered on a crossing, a vehicle is stuck or hung up on a crossing, or an accident.

If a railroad bridge is struck, possibly causing the track to shift.

If a railroad signal is damaged.

Contact the train dispatcher immediately at 911 or 265-2504 (let ring). A train can come at any time from either direction. Most trains cannot stop short of a crossing. The train dispatcher can stop a train via radio. If notification cannot be made, proceed cautiously along the tracks at least one mile in both directions and wave a red cloth or flare at an approaching train. Stay clear of the track as the train approaches, the train's engineer is on the opposite side from a highway driver spositon.

Railroad Flagmen To make arrangements for a railroad flagman, call 265-2457, 24 hour notice is required.

A RAILROAD FLAGMAN IS REQIRED FOR

High/Wide Loads, if a load may contact RR signals, bridges or other RR structures.

The railroad has signals that hang over the tracks on the Seward, Glenn (at Matanuska), Parks, and Richardson Highways. These signals are about 16'8" above the pavement. Some taller loads may be able to weave through the signals. The highway goes under the railroad at several locations, the clearance at Denali Park entrance is 17' 8". Exceptionally wide loads, like house moves, must fit between the signals. If these moves are slow, they will probably occupy the crossing for too long and a railroad flagman will be needed.

An example of these hazards is the barge that struck a railroad bridge in the Lower 48. The bridge shifted and knocked the track out of line. An Amtrak train derailed on the bridge, killing 47 people.

Slow Loads, if a load will occupy a crossing for more than 15 seconds.

A crossing signal normally gives 30 seconds warning. If a load cannot pass over a crossing in less that 15 seconds, there is danger that the load may not clear before the train arrives. Remember that driver perception and stopping times must be added to the 15 seconds, plus a reasonable safety margin. Trains cannot stop short of an obstructed crossing. If a load is on a crossing when a train comes, a collision will result.

An example is the house move down Hatcher Pass road at Willow in 1996. The house just fit between the signals and took 4 minute to go over the crossing. The house went over the tracks at 11:00 a.m., a train with about 650 people on it went over the crossing at 10:30 a.m.. Nothing happened, but it was only luck.

Low Trailers, if a load has low clearance and may snag a rail when going over a crossing.

Lowboy trailers have caused serious accidents by damaging rail in crossings. If a crossing is humped, the trailer can snag the rail and either rip it out, or break it in two. Snow removal equipment has also damaged rail in crossings. This problem is generally not a concern on main highway crossings, which are well engineered. Many crossings on other roads were not designed for lowboy traffic and operators of such equipment must take care at crossings. 13 AAC 02.255(a) has limits on these trailers, but satisfying that requirement does not guarantee the trailer will clear all crossings.

An example of this happened on the ARR on Ft. Richardson. A lowboy trailer hooked the rail at the Otter Lake crossing, Ripping it out. They did not notify the railroad. The next train could not stop, although the people at the crossing were Waving frantically. The resulting derailment cost $500 000 and permanently disabled a train crewman.